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Hongkong, 22nd June, 1906.

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HINTS.

On June 20th, at Hongkong, the wife of FREDERICK SOUTHBY, A.M.C.E., of a son. 1921

HONGKONG OFFICE: 10A, DES VOGES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 28th, 1906.

The phrase "expert evidence" contains within itself a suggestion of more than ordinary value. When we are asked to hearken to the testimony of an expert, we are fain to comply with a respect a little more pronounced than that with which we ordinarily listen to a mere layman. And having heard, we have to be very bold men indeed to presume to offend to combat the statements made. It is true that within late years the rise of experts of all kinds has multiplied, and it is perhaps the case that familiarity has bred in us something that savours less of the awe and reverence of former days. There have even been temerarious fellows who have quoted experts with an air of infallibility, but these belonged to the low professional humbug class, like Mr. Doolley, for instance, who actually jeered at the evidence of expert analysts in a New York poisoning case. Such examples are not for us to follow, in any comments we may feel obliged to make on expert testimony given in Hongkong. The recent example of the Chief Justice, however, who, armed only with native common sense and about twelve months' experience of Hongkong, was able to discount the evidence of a Chinese expert on Chinese writing, emboldens us to take up a more independent attitude towards all experts than we should otherwise have presumed to do. Not, perhaps, towards that particular Chinese expert, because we have gleaned sufficient about the complexities of Chinese calligraphy to make us hesitate. On the one point

which his Lordship pointed out was especially worthy of the expert's attention, for instance, we should be at a loss what view to take. The learned Judge remarked with obvious justice that there is no telling what will result from the application of a "pen" the ink of which is at the point of being expended. [We paraphrase rather than quote, in order to avoid seeming to quibble with the phrase "a dry pen", which means, of course, a pen or brush that is nearly dry.] For while his Lordship doubted whether a writing instrument in such exhausted condition would "correctly produce in the way of loops and curls all that is required of it", we understand that this is precisely the feat which all the Chinese calligraphists who affect style at all do most assiduously essay. What they call the "style of bone", or strong style of penmanship, demands that as much as possible be written with one "dip" of ink, and the fainter, more "spidery", often "split" flourishes that terminate characters, and phrases in the running hand, made with the now almost dry pen, are regarded as the beautiful and wholly satisfactory evidences of high aesthetic endeavour. A glance at any specimen of admittedly good Chinese writing will explain this better than columns of verbal description. As we have already said, however, and repeat even in face of the digression to which we have been tempted, these matters are too deep to warrant our immediate adoption, *à la* experts, of the bolder attitude we expressed our intention to take. We prefer to flesh our maiden rashness on the expert testimony given at the last meeting of the Sanitary Board. When Mr. SHERRON HOOKER suggested interrogatively that "size", the viscous substance used by painters, and paper hangers, was a possible culture for bacilli, we thought it a very good point to make. The expert answer was a bare negative; however, and the impression given was that the plaguey bug of protoplasm could not exist in that familiar medium. It occurs to us, however, that if Mr. HOOKER had worded his question differently, the reply might have been less decisive. He asked if "size" were not "one of the finest" cultures, and on reflection, we could have said "no" to that ourselves, since "size" is only "analogous" to gelatine. He might profitably put his question again, in this form, "Is 'size' in any degree hospitable to germs?" Then, if he gets another negative, we will throw discretion to the winds and assail expertise in its own lair. These germs, spores, diatoms, bacilli, or whatever they be called (for such small people they have a big endowment of nomenclature) are supposed to be very short-lived. We have been told (by an expert) that a smallpox germ will die in the course of a forty yards' voyage through fresh air, unless it encounters some floating particle that acts the part of wreckage to a drowning sailor; and the raft of wreckage must have provisions aboard, else the micro-organism withers to its doom. So we are told by the Sanitary Board President, quoting other experts, that the plague microbe is a feeble creature when deprived of his prey. His viability, or capacity for existing, will not endure more than seven days of starvation fire on wall or ceiling, even in temperate climates. In the tropics it is much less, or expertly said to be. We assume, therefore, that in most cases here, his demise has taken place before the Sanitary Board's coolies have ripped down the ceilings and needlessly annoyed both landlord and tenant! We hope we do not here argue sinistrously, but is not this a point worth seeking by Mr. HENRY HUMPHREYS or Mr. SHERRON HOOKER? The experts have told them that the plague bacillus must have human beings, rats, or insects for lodgment, failing a tin of scientifically cooked gelatine. On wall or ceiling imminent death awaits him; of sheer inanition. Then why make such a wreck of house interiors under course of disinfection? Why pull down ceilings? These are the next questions for the people's representatives to ask, and even expert answers to them will be welcomed.

There were seven plague cases yesterday, all fatal.

Syowath, the King of Cambodia, has just arrived at Paris.

H. E. the Governor will be "At Home" at Mountain Lodge on Tuesday, July 3rd, from 4 to 6.30 p.m.

The inaugural parade of the Shanghai (native) volunteers is described by the Times as "a strangely significant ceremony". We get rather tired of significant symptoms, and omissions at this end. They are the stock-in-trade of the modern newspaper correspondent.

Intending excursionists to Macao on Sunday by the *Hemphill* will note that the steamer's time of departure from Hongkong is now advertised as 10 a.m.

The European seaman whose body was found floating in the harbour on Sunday night has been identified as Samuel Pearce of the *Anglo-Canadian*.

There is an agitation in Spain to mitigate the more barbarous features of bullfighting, partly in deference to the feelings of Queen Ena.

The Times says there have not been any particulars with a view to an Anglo-Russian entente. The reports were entirely premature. We are glad to hear it.

Admiral Rozhdestvensky, Chief of the Naval General Staff, has tendered his resignation on account of impaired health following upon the wounds received in the late war. His resignation has been accepted.

Right Half No. 2 Company, H.K.V.C., has had two additions to its strength, Mr. H. E. Colvin and Mr. K. J. Blair having joined. The corps orders announce the resignations of Gunners W. R. P. Scott and R. G. McEwen.

Shop-house property in Kuala Lumpur continues to rise in value. From \$22,000 to \$15,000 apiece, says the *Malay Mail*, now being asked in the busier quarters, and elsewhere the price has been almost trebled in a little over a year.

According to mail advices from Johannesburg a good deal of excitement prevails there concerning a reported new Rand in the Orange River Colony. Recent borings seem to justify a belief that the Transvaal main reef series extend to the neighbouring colony and will be struck shortly.

In reply to a question about the Anglo-Chinese Convention, Mr. Runciman said, "Provision is made in the Convention for the exchange of ratifications within three months of signature, and as soon as it is ratified the Convention will be presented to Parliament. It does not seem necessary to lay on the table any others on the subject."

In the House of Commons on May 21st, Mr. Laidlaw asked the Secretary of State for Foreign Affairs whether negotiations were in progress, or had been concluded, for the retrocession of Weihaiwei to China, to be used by that Power for the purpose of a naval base. Mr. Runciman—The answer is in the negative.

Mr. Root has conferred with the Senate Foreign Relations Committee on the long-delayed and vexed questions between Great Britain and the United States arising out of boundary and fisheries disputes and various claims affecting Canada. The Committee agreed to Mr. Root's suggestion to proceed through diplomatic channels to an adjustment of the various matters in question.

The British Premier, on May 21st, announced as follows:—The invitations to the Colonial Conference of 1907 have, as in the case of the previous Colonial Conference, been made to the Prime Minister of the self-governing Colonies. His Majesty's Government do not intend to propose that the Crown Colonies should be specially represented at the next conference; but we are of opinion that India should be represented.

The local office of the Norddeutscher Lloyd has favoured us with a copy of *Der Weltcourier* for May, a beautifully illustrated magazine, which contains travel notes of superior interest, a short story, "In the Shopping Car", a timely account of Athens, with other classic scenes of Greece and Asia Minor, and a very full description of the new turbine-steamship, *Prinzessin Elisabeth*, which has already been described in English.

In answer to Sir C. Dilke on May 22nd, Sir E. Grey said:—I can add nothing material to the answer given on the 17th inst., in which I stated that the Chinese Government had disclaimed any intention of not adhering to the Loan Agreements of 1890 and 1898, which stipulate that during their currency the administration of the Customs is to remain as at present constituted. We understand this to mean that the terms of the decree will not make any change in the present administration of the Customs under Sir Robert Hart, but we have asked for a definite assurance to this effect.

The Lord Mayor of Liverpool presided on May 21st over a meeting of the supporters of the Lancashire Sea Training Home for Poor Boys, which was established at Liverpool less than four years ago. During that time, it was stated in the report, 314 boys had been admitted to the home, and out of these 123 had shipped in the mercantile marine and 30 had entered the Royal Navy. Lord Lathom moved a resolution in support of the home, and expressed an opinion as to the national necessity and need for the existence of the home to cope with the pressing danger to our commercial interests and Imperial prestige by the presence in our mercantile marine of alien crews. The presence of so many alien officers and seamen in the British mercantile marine would be a very terrible danger to the country in time of war. Sir Alfred Jones, in seconding, pointed out that there were 40,000 foreigners on board British merchant ships. They were very good men, but British shipowners would like to have British seamen if they could get them. Commending the work of the home, he said that Liverpool had already raised about £13,000, and if by the end of 1907 that sum were increased to £20,000, he would give another £500. The resolution was adopted.

Mr. Robert Young, the able editor of the *Japan Chronicle*, after carrying on a controversy with Dr. Rutherford Harris in the columns of the new Liberal daily, *The Tribune*, on Japanese financial schemes, is contributing a series of articles to that journal on "The Economic Position of Japan". Government loans, railways banks, municipal loans, and the like have been dealt with in an interesting manner, and with that lucidity of style that is one of Mr. Young's characteristics.

Mr. George Edwards is producing, as the successor to "A Girl on the Stage", at the Prince of Wales Theatre, a new light opera entitled "La Belle Siam". He describes it as a pure Chinese comic opera, adapted by Mr. Charles Brookfield from M. Fred Gosses' "La Troisième Lune", with music by Mr. Sydney Jones. In this piece Mr. Maurice Ferkin will make his return to the stage, and Miss Louise Orme will sing and act the heroine's part.

This paragraph has melancholy interest. Mr. Seddon, the New Zealand Premier, arrived at Melbourne on the 22nd of May, on his way to Adelaide. He was entertained at a banquet and, in responding to the toast of his health, said that the next New Zealand budget would show a surplus of £788,000. Mr. Seddon deplored the loss of Hawaii and Samoa to the empire, declaring that only one flag should dominate the Pacific and that flag was the Union Jack.

Messrs. Caird and Co., of Greenock, launched on May 24th the twin-screw steamer *Nile*, which they have built for the Peninsular and Oriental Steamship Company, of London. She is the first of four steamers of the intermediate or N class which Messrs. Caird are constructing for the company, and she is intended chiefly for the China trade. Her dimensions are, 450 ft. by 33 ft. 6 in. Accommodation is provided for 34 first and 40 second class passengers, and the vessel is equipped with all the latest appliances for handling cargo.

A suggestion is now being made that tobacco shall be supplied free in the library of the House of Commons and shall become a charge on the Estimates. It is not generally known that members and officials are already gratuitously supplied with snuff, and that a generous country now adds £250 a year to indulge M. P.s in a vicious habit. Formerly snuff was described in the Estimates as such, but to ward off the objection aroused by improving habits, the charge of £200 a year was misapplied or covered in the Estimates as "lamp oil". This is clipped from a contemporary. If it be true, its publication should be hastily followed by a compulsory cessation of the article. What Mr. Smith's case is getting largely is no more than in the case of our legislators.

The *Lancet* is beginning a temperance crusade. Not one of the ridiculous superficial kind. The very reverse. Our contemporary goes to the root of the matter. Whisky may go to pot, for all it cares. Nothing is to be gained by attacking alcohol. The insidious soda-water is what must be assailed. "There are scores and scores of persons who would never have cultivated the taste for whisky unless they had had the opportunity of mixing it with soda-water and converting it into an effervescent beverage." That discovery is quite beautiful in its truth. Why has nobody thought of it before? Real temperance reformers will improve the *Lancet* to place itself at the head of the new temperance movement. Crushing blows must be dealt at such wicked drinks as lemon-kali, sherbet (so called), and the whole tribe of a-ratted waters. But what will Messrs. A. S. Watson & Co. do?

Mr. A. C. R. Groom, one of the leading writers on golf, has been condemning the large entry for the championship. He thinks it unfair that the few men at the top should be put to the trouble of playing their way through the ranks of mediocre candidates; but, after all is said and done, who can say fairly that this player or that has no right to compete for the highest honours in the game? Is the championship to be made a close preserve for the little clique of Oxford and Cambridge men who are known to each other? Is the man who comes on with a rush never to have his chances against the top players? If Mr. Groom's contention were upheld, we would not have had youths like Allen and Barry treating those surprises that are so dear to the heart of the sporting Englishman. The result of the contest, so far as it has gone, with Hilton, John, Ball, Maxwell, Barry, Graham and all the other bright particular stars knocked out, the right of the unknown man to compete is already vindicated.

The *Kölnische Zeitung* says: "The Burgomasters who have returned from England are full of praise of the charming amiability of all Britons with whom they came into contact. An agreeable and grateful feeling was also aroused by the fact that King Edward so warmly joined in the demonstration of his countrymen. The visit acquired just a touch of political colour, without the inspection of municipal institutions having been neglected. The main thing is the establishment of personal relations between one country and the other. The British Association for the Study of Foreign Municipal Institutions may be assured that Lancashire municipal representatives or officials desirous of gathering experiences in Germany, will find their comrades and the citizens in German towns ready to give every information. The British Municipal Association will perhaps become a model for a similar institution in Germany. When the holders of political offices join the guardians of the material welfare of England in order to make an appeal for international friendship by well-weighted speeches, they may rest assured that their ideas find a grateful echo in Germany."

TELEGRAMS.

[REUTERS' SERVICE.]

LIBERALS AT MANCHESTER.

London, June 25th.

A Liberal demonstration, at which thirty thousand persons were present, has been held at Manchester to celebrate the triumph of the elections. Mr. John Burns wondered that the Government had done so well, especially in the Colonies. Mr. Lloyd-George said that democracy was on trial, and that its success depended upon the advanced party agreeing with the moderates. Mr. Winston Churchill said that none but a fool or opponent expected the Government to set the world right in its few months of office.

RUSSIA.

London, June 25th.

There has been another stormy sitting of the Duma, during which the Deputies, amid thunders of cheering, declared that the Government was corrupt and that it impoverished the people, putting into their own pockets the money intended for the famine-stricken. The Minister of the Interior admitted that the struggle with the famine was serious, but refused to reply to the accusations. Hisses, cries of "Resign" and "Don't insult the Duma" followed.

TRANSCAR ACCIDENT AT HIGHGATE.

London, June 25th.

An electric tramcar, rushing down the Archway Road at Highgate, wrecked a hearse, a motor, a bus, a cab and a van, also several shops and another tramcar, leaving half a mile of wreckage in its track. Many of the passengers jumped off the car, panic-stricken. In all, three people were killed and twenty-one injured.

CHINESE IMPERIAL POST.

The Chinese Imperial Post has been admitted to the International Postal Union at the conference at Rome.

ACTION HARMLESS, OBJECT SUSPICIOUS.

CHINESE CUSTOMS CONTROL.

The latest Chinese movement with regard to the Imperial Maritime Customs seems still to be watched closely in Europe. This is due more to the fact that the diplomatic body in Peking has taken such a serious view of the situation, and it may be added that Dr. Morrison's comments in the *Times* were likely to alarm some of those who hold Chinese securities. A representative view is that expressed by the financial editor of one of the leading dailies. "Chinese stocks have not been materially affected yet by the apparently important changes that are being attempted in the control of the Customs," he wrote a few days ago. "Any tampering with the admirable system of control that has hitherto prevailed in an attempt to extend the policy of China for the Chinese might easily have a beneficial effect upon the loans secured on the Customs revenue. But, of course, although the recent Imperial Edict is ominous, it is rather early yet to be able to judge of its exact meaning or probable effect." The matter has been mentioned several times in Parliament, and in answer to Sir Charles Dilke, Sir Edward Grey said:—I can add nothing material to the answer given on the 17th inst., in which I stated that the Chinese Government had disclaimed any intention of not adhering to the Loan Agreements of 1890 and 1898, which stipulate that during their currency the administration of the Customs is to remain as at present constituted. We understand this to mean that the terms of the Decree will not make any change in the present administration of the Customs, under Sir Robert Hart, but we have asked for a definite assurance to this effect.

TRADE IN COCONUTS.

Coconut growers are watching with interest the market reports from Hongkong and Singapore. At the former place, the price of the green nuts was 50 pence per thousand at last report, while the Singapore price was but 33½ pence per thousand. The nuts are sold in Zambanga and vicinity at an average price of 22½ pence "on the ground", or 20 pence "on the tree". The cost of shipping a thousand nuts to Hongkong is estimated at 15 pence, which includes freight and wharfage charges. The principal difficulty heretofore encountered in the shipping of green nuts has been the "sprouting" of the nuts in transit, which renders them valueless. This is undoubtedly due to the length of time the nuts have been allowed to lay on the ground before being shipped.

The greater part of the coconut crop in this vicinity is made into copra, which at present is commanding a very high price, the average price in Zambanga being 7 pence per picul. The nuts average 250 to the picul. Shipping men do not share the enthusiasm of the planters regarding the green coconuts, contending that there is a much better and steadier market for copra; and that, while the Hongkong price for the green nuts appears to favour the planter, the depreciation caused by "sprouting", less, etc., will bring the profit down to a very small margin.—*Malayan Herald*.

NIPPON YUSEN KAISHA AND THE GREAT NORTHERN.

WORKING AGREEMENT RENEWED.

The *Japan Chronicle* learns from a vernacular contemporary that a new agreement has been concluded between the Nippon Yusen Kaisha and the Great Northern Steamship Company. The agreement is binding for ten years, and differs in no material point from the previous contract. It was concluded at St. Paul between Mr. Hill, President of the G.N. Company, and Mr. Yatsui, representative of Mr. Kondo, President of the Nippon Yusen Kaisha.

CORRESPONDENCE.

THE FUTURE OF WEIHAWEI.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—Rumours concerning the future of Weihaiwei have been in circulation for some time, and lately even details purporting to be the terms on which H. M. Government is prepared to hand over the Territory have been published.

The rumours are apparently from Chinese sources and have generally appeared first in the native press. It would appear that they obtain considerable credence with foreigners, and this, too, in spite of official statements to the contrary.

Mr. Runciman, replying on behalf of the Secretary of State for Foreign Affairs to a question in the House of Commons, said, "It is not considered that the transfer of the Russian lease of Port Arthur to Japan has made any change in the present status of Weihaiwei, which is leased to His Majesty's Government, and no action is at present contemplated with regard to the lease."—*The Times*, Feb. 22, 1906.

To ordinary people accustomed to plain English this public declaration of the Government's position in regard to the question would seem to indicate that Great Britain intends to retain possession of Weihaiwei till the present lease terminates, i.e., for seventeen years—if not longer.

His Honour the Commissioner of Weihaiwei and others in a position to know the real facts have also been approached on the subject, and the writer has received the Commissioner's permission to state positively that the question of the rendition of Weihaiwei to China has not arisen, and that statements on the point, which have been so persistent of late in the press, are entirely unfounded.

His Honour the Commissioner recently went, via Tientsin, to the provincial capital. According to the reports published in the European press, from Tientsin to Hongkong, there was a two-fold object in this journey—(1) to arrange for the rendition of Weihaiwei, (2) to conclude negotiations about an important railway concession. His Honour authorities me to state that both these reports are absolutely untrue, and that he undertook the journey merely in order to pay friendly visits to the Governor of Tientsin and to the Governor of Shantung, the latter of whom visited the Commissioner at Weihaiwei last summer.

It is satisfactory to be able to contradict so emphatically the extraordinary and damaging reports that have been current regarding the political future of England's newest Eastern possession. Yours truly,

HERBERT L. BEER.
Weihaiwei School, June 19, 1906.

ARTS AND CRAFTS EXHIBITION.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—Section 2, Paintings, drawings, etc. Water colours were omitted in error from Section 2, of which they form Class 1. Your obedient servant,

JOHN MARCHANT,
Honorary Secretary,
Arts and Crafts Exhibition,
Hongkong, 27th June, 1906.

PROMOTION "PUT THROUGH."

NO RUSH FOR NEW BANK SHARES.

The following comment on the Anglo-Japanese Bank is taken from the financial page of the *Westminster Gazette*:—"Stock Exchange articles have a good subject for discussion in the prospects of the new Anglo-Japanese Bank. Opinions as to the prospects of the Bank vary a good deal, but as regards the personnel of the Board there cannot, of course, be two minds. Even those of the directors who are unacquainted with Oriental banking systems are admitted to be men able to influence much business, and the Board inspires perfect confidence in the honest and strenuous efforts which will be exerted to make the company a successful one. Of course the first and most obvious disadvantage under which the newcomers labour is the fact of the field being already filled by strong banking corporations, like the Yokohama, Hongkong and Shanghai, Industrial Bank of Japan, and others. With the development of the country, however, the need for additional banks is sure to increase. At all events, the Anglo-Japanese Bank may be trusted as a thoroughly fair proposition, necessarily somewhat speculative until it makes a place for itself in the institutions of Japan."

Allotment letters were issued towards the end of May. The notice did not say "letters of regret", so the scheme has been put through, apparently, without any great rush for shares.

LATEST STEAMER MOVEMENTS.

The G. N. str. *Dakota*, from Seattle, sailed from Kolo on Sunday, the 24th inst., at 11 p.m. The N.Y.K. str. *Spithead* (European Line) left Singapore for this port on the 26th inst., and is expected here on the 2nd July. The A. L. str. *Nippon* left Shanghai for this port on the 26th inst., and is due here on the 3rd inst.

The H.A.L. str. *Alesia*, from Hamburg, left Singapore for this port on the 26th inst., at 6 a.m., and may be expected here on or about the 1st July, a.m.

The I.G.M. str. *Frederick*, which left here on the 21st inst., arrived at Singapore on Tuesday, the 26th inst., at 3 p.m.

The E. & A. str. *Empire*, from Sydney, &c., left Manila on the morning of the 27th June for Hongkong, and is due here on Friday morning. The N.Y.K. str. *Tosa Maru* (American Line) left Moji for this port via Shanghai on the 27th June, and is expected here on the 1st July.

The Borneo Tug Boat Co.'s str. *Igna* sailed from Manila on the evening of the 26th inst., and is expected here on the 29th inst.

The C.P.R. str. *Empress of Japan* arrived at Kolo at 5 p.m. on Tuesday, the 26th inst., and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive at 6 a.m. on Saturday, the 30th inst.

The C.P.R. str. *Montezuma* arrived at Shanghai at 4 a.m. on Wednesday, the 27th inst., and left again at 5 p.m. same day for Hongkong, and is due here at 1 p.m. on Saturday, the 30th inst.

The C.P.R. str. *Tartar* left Vancouver on Monday, the 25th inst., p.m., for Hongkong via the usual ports of call.

SUPREME COURT.

Wednesday, June 27th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (JUDGE).

ALLEGED BREACH OF CONTRACT.

Messrs. Carlowitz and Co. sued the Fuk Lee firm and Fok Kam-chuen, a partner therein, to recover the sum of \$303.20 damages suffered by reason of a breach of a contract of a contract in writing dated 19th December, 1905, whereby the defendants agreed to purchase 1,000 boxes of window glass, and have refused to take delivery of 100 boxes thereof.

Mr. B. P. C. Master (of Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. F. B. L. Bowley (of Messrs. Denny and Bowley) for the defendants.

Mr. Master stated that in December last a contract was entered into between Messrs. Carlowitz and the defendants for the sale of 1,000 boxes of window glass of certain measurements. The goods arrived in Hongkong within three or four months, and there was no question as to the contract.

Mr. Bowley—We accepted delivery of 340 out of 500 cases, but refused to accept the remainder on account of the quality.

Mr. Master—Five hundred cases arrived about April 11th, and the defendants refused to take delivery of 160 of them. As soon as the goods arrived due notice was given to the defendants by Messrs. Carlowitz in the ordinary way.

His Lordship (to Mr. Bowley)—You admit that?

Mr. Bowley—Yes.

His Lordship—Is it purely and simply a case as to quality?

Mr. Bowley—Our case is that the goods are not of a merchantable quality.

His Lordship—Well, let us confine ourselves to that.

Mr. Master—Soon after the goods arrived the defendants went to examine them in the godown. Then they went to the plaintiffs and objected to taking delivery on the grounds that the goods were damaged by seawater. The plaintiffs then had a survey of the goods made by Captain Douglas, and on his report it was found there was no sea damage to the glass. The cases were dusty externally and stained, but the glass was not damaged.

His Lordship—Is the dust in existence now?

Mr. Master—It has been sold by auction.

His Lordship—You are going to call Captain Douglas, and they are going to call Mr. Lammer?

Mr. Master—Yes.

His Lordship—Well, our men will probably contradict the other. What can I do?

Mr. Master—The plaintiffs then gave notice to the defendants, and threatened proceedings if they did not take delivery.

His Lordship—We have got down to the point of sea damage.

Mr. Bowley—No, my Lord. My client went to the plaintiffs and said the goods were damaged; he said nothing about sea damage.

Mr. Master—The question really is whether the goods were in a merchantable condition. The goods were sold and they fetched \$3.90 a case.

His Lordship—You don't dispute that Mr. Bowley?

Mr. Bowley—I don't dispute the price realized at the sale.

His Lordship—Somebody will have to be called to say whether that is a fair marketable price.

Mr. Master—I will call the auctioneer. Another point is raised by my friend's letter of April 21st: the plaintiffs were selling window glass, not boxes, and if they delivered the correct quantity that was all that was required of them.

Mr. Bowley—The whole of the correspondence must go in.

His Lordship—All right. I shan't read it. The contract will speak for itself.

While evidence was being taken, his Lordship asked—Supposing a man brought out a dress for his wife and the box in which it was contained was damaged, and the water soaked through and rusted the tin lining: he could not recover?

Mr. Bowley—Quite so, my Lord, but that is only one box.

His Lordship—It would be all the same if you brought out 1,000 dresses.

Mr. Bowley—I don't think that is likely (laughter).

Evidence was concluded, and the case adjourned sine die.

POLICE COURT.

Wednesday, June 27th.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

THOUGHT IT WAS HIS OWN.

Philip Tavares, bookkeeper, residing at 11, Old Bailey, was charged with stealing an umbrella from the corridor of the King Edward Hotel belonging to A. P. Nobbs, chemist, Kowloon Dispensary. A billiard marker spoke to seeing defendant enter the premises and pick up the umbrella. He left soon afterwards and witness followed him.

His Worship—Would you chase anyone leaving the hotel with an umbrella?

Witness—No.

His Worship—Why did you chase the defendant?

Witness—He came into the hotel, walked round the piano, and then I watched him.

Defendant declared he had mistaken the umbrella for his own. He called a witness to testify to his character, but that man said defendant had not been home for five days. He was, however, honest when sober.

Defendant was convicted and sentenced to 14 days' imprisonment.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

A RECKLESS DRIVER.

The driver of a private gig was summoned for furious driving. On Tuesday afternoon he drove along Queen's Road and ran into a ricksha with such violence that it was knocked on to the pavement and the occupant, Army Surgeon Montes, was thrown to the ground. The driver did not stop but continued on to the Happy Valley, where the doctor, who had followed, came up and gave him in charge. He was fined \$20 and ordered to pay \$5 compensation to the ricksha coolie.

DILATORY PROPERTY OWNERS.

The owners of houses Nos. 234 to 248, Queen's Road West, which houses adjoin the buildings that recently collapsed, appeared before the Court to explain why an order of the F.W.D. that the said houses were to be pulled down within three weeks had not been complied with.

His Worship ordered the owners to proceed with the work forthwith, and have it completed within one week. If this order was not obeyed and the work of demolition concluded within the specified time, a heavy penalty would be imposed.

DINNER TO LORD MILNER.

"TO REDRESS A GREAT INJUSTICE."

On Empire Day a dinner was given at the Hotel Cecil in honour of Lord Milner, and we remember no function of the kind which caused greater public interest. Although it was a dinner party, it was no mere Party dinner. (We hope we have forestalled Punch this time.) Hundreds of applications for seats were refused, and as it was the guests numbered about 500. Journalism, South Africa, and the Services were well represented. Mr. Chamberlain presided, and mentioned many telegrams from South Africa to the effect that faith in Lord Milner was unshaken, and loyalty and gratitude greater than ever. There were similar messages from high Colonial officials elsewhere. Proposing "Our Guest, Lord Milner," Mr. Chamberlain said the makers of our Empire never sought popular applause. But this was no ordinary occasion. On Empire Day they could fittingly call attention to the deeds of Empire makers, and they took this opportunity to express confidence in Lord Milner and to do what they could "to redress a great injustice," by protesting against an unmerited slight upon a great servant of the Empire. Lord Milner has been censured by a majority of the House of Commons. He was undefended by the Government, which, according to a great tradition, is bound to support the servants of the Empire. The fact, if they are unjustly attacked. He was insulted by a Minister who only a few years ago beset him with fulsome praise (loud cheers); and he was deserted by friends who hailed his appointment with shouts of applause. (Cheers.) Mr. Chamberlain reviewed the position in South Africa at the time of Lord Milner's appointment, the qualities required in the man occupying that position, and the policy of the appointee whom he had selected. After eight years of untiring work, Lord Milner had gained the admiration, the affection, and the regard of those whose regard and affection were worth having.

Lord Milner, responding, said his recent experiences had made him realize that there is a strong instinct in the heart of the British nation to treat its public servants with a certain broad generosity (cheers)—an instinct which especially resents their being prejudiced in any way by the accidents and exigencies of party warfare. "And that instinct, my lords and gentlemen, is a great asset. It makes for the nation's being faithfully and fearlessly served. (Cheers.) Of course, nobody desires that public servants of the State—I am speaking of those whose offices do not change with changes of party—should on that account be free from criticism, or if need be, from censure. But the general feeling is, and it is a right feeling, that their work and services should be judged as a whole, that allowance should be made for their difficulties, and that the public should not be extreme to mark what is done amiss when it is neither possible nor desirable to be constantly marking every successful discharge of arduous duty." (Hear hear.) But personally he did not want to pass as a martyr. If he had received much of complaint he had received more than ample compensation. He said:

"In the native trouble which has arisen in Natal, and which is a grave trouble and may be a prolonged one even if it never becomes very acute, the Imperial authorities are in a position to give invaluable assistance to the colonists in 100 ways. If they give it judiciously and unobtrusively, I mean, without undue interference with the men directly responsible, and if at the same time they can defend the actions and motives of the colonists from unjust aspersion and attack, I believe it will go a long way to convince not only the people of Natal, but the people of all South Africa that the Government of Great Britain are still their friends." (Cheers.) I venture in all humility to throw out that suggestion. At any rate, I feel most strongly that it is the duty of all patriotic men at this time, in view of the terrible seriousness of the whole business, to try to remove those delicate questions of colonial policy, as questions of foreign policy have already, for the time being at least, been removed—and that with the happiest results—from the arena of party conflict. (Cheers.) If the Ministry will only resist the impulse of those whose judgment is warped by suspicion and distrust of their colonial fellow-countrymen, if they will only stick to their own better mind, and let themselves be the man on the spot (cheers), to whose judgment and statesmanship they have themselves paid the strongest tribute—then, I say, it is not for me or for anyone who has the welfare of South Africa at heart to harp upon past errors, or to twist them with inconsistency. It is one thing to criticize in order to prevent mischief, quite another to criticize for the mere love of the thing."

Lord Curzon proposed the health of the "Oversea Dominions," and Sir George White "The Chairman."

HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, May 25th.

THE SEMI-COLONIAL CONFERENCE. The Colonial Conference, about which there was so much talk prior to the General Election, has been fixed for April 15, 1907. In reply to a query from Lord Plunket, Governor of New Zealand, the Home Government has intimated that any proposals on fiscal matters which might be brought forward would be submitted to the Conference. This will please the Tariff Reformers, who have contended all along that this very subject should be discussed by the Colonial representatives at the next Conference. They were afraid the Liberals would vote the subject in the event of their success at the Election. It now appears that these fears were groundless. Hitherto, the Conference has been confined to the self-governing Colonies, but the Prime Minister stated in the House that it was proposed to have India represented at the forthcoming Conference, but not the Crown Colonies. But why not the Crown Colonies? Surely they have interests quite as important as the self-governing Colonies. It may be said that the Colonial Office will look after the interests of the Crown Colonies, but who could safeguard those interests better than selected representatives of the shipping and commercial communities? The fact that Imperial fiscal policy is to be discussed makes it all important that the Crown Colonies should be heard in their own interests. If the extreme proposals of the rigid tariff reformers were to be applied to the Far Eastern Colonies, it is conceivable that serious injury might be wrought to places like Hongkong and Singapore. This is a point on which the local Chambers of Commerce should bestir themselves, before it is too late.

CHINESE IN SOUTH AFRICA.

Those who expected to see the Chinese swept out of South Africa upon the return of the Liberal party to power were doomed to disappointment. The despicable use that was made of the cry of "Chinese slavery" at the General Election has not done the party any good in the country, and the tampering of the Government with its followers and the tentative action it has taken with the object of rehabilitating itself are not redeeming its good name. So far, only twelve applications have been made for repatriation under the much-trumpeted repatriation notice.

FOREIGN TRADE MARKS IN CHINA.

Once again the vexed question of foreign trade marks in China is to the fore. The infringement of trade marks has caused much vexation of spirit, and occasional litigation, but at last it seems probable that combined international action will be taken to prevent further infringement. The position is the more promising in so far as it is the German Government that is bringing the Powers into line on the question. The Powers that have agreed to mutual protection are France, Holland, Italy, Belgium, the United States, Germany and Great Britain, the agreement between Germany and Britain having just been concluded at Berlin. This agreement provides that German consular judges in China shall be directed to take proceedings against persons subject to their jurisdiction who illegally use a trade mark duly registered in Germany by a British subject. The British Government on its part has agreed that a German subject can take action against a British subject before the British consular courts, with the provision, however, that the British Minister at Peking gives written permission for the step. This permission, it is assured, will, if the agreement is mutually observed, doubtless be given in every case.

THE ANGLICAN ENTENTE CORDIALE.

It is through commerce that we expect a better understanding with our foreign neighbours. To King Edward we owe mainly the extraordinary growth of international good-will between France and this country. But the way was prepared by the English Chamber of Commerce in Paris, and I have no doubt that if the commercial communities of England and Germany, and of their representatives abroad, whose mutual interests are much the same if not always identical, there would be less apprehension, less jealousy, and much more co-operation in neutral markets, like that of China, for the reciprocal benefit of foreign and native dealers. Not that you have much to complain of in Shanghai or Hongkong. Competition is keen, no doubt, but competition is the natural stimulant of trade. Provided the competition is fair and above board, no one has any reason to complain. With a view to promote a good understanding, we have had a visit from German Ober-Bürgermeisters, Bürgermeister, and Councilors. They came from Berlin, Cologne, Dresden, Aachen, and Charlottenburg, and they have taken back to those centres of influence and industry a very favourable impression of our King, our municipal rulers and of the common people. Of our hospitality there is complaint only on the score that it has been overdone. One delegate is reported to have stated: "We should have liked our week's stay here better if there had not been so much eating and drinking. We shall have to send our specialists to study in detail what we have seen. Our visit will spread over Germany and do much to bring the two nations together." Let us hope. Unfortunately, the mischievous newspapers will not water the good seed, but must needs disturb the ground to see whether the seed is properly planted. The *Telegraph* and the *Frankfurter Zeitung* are sceptical, but the *North-German Gazette* reciprocates the hopeful expressions used by the better class of English journals for a cordial understanding between the two nations. It is too much to expect us to see eye to eye with the political aspirations of the bureaucracy in Berlin, but the peoples themselves may do much to mitigate the asperities of Foreign Office politics.

MARRIAGE OF MR. A. H. SKELTON.

There was a goodly gathering of Hongkongites at the wedding of Mr. A. H. Skelton and Miss Wilhelmina Van Oppen on Tuesday last. The ceremony was performed at the Dutch Church, Austin Friars, in presence of a large number of relatives and friends of the bride and bridegroom. Upon the arrival of the bridal party, the impressive strains of Mendelssohn's "Wedding March" were heard, and a feature of the service was the singing of a consecration hymn in Dutch by the assembled guests. The service itself was conducted partially in English and partially in Dutch, the ritual of the English Church being followed, and the Pastor delivered an eloquent address to the bride and bridegroom. The bride, who was accompanied by three bridesmaids, her younger sister and two cousins, wore a lovely dress of ermine de Chine and rich lace, the skirt being trimmed with shells of lace. Her veil was surmounted by orange blossoms, and she carried a beautiful bridal bouquet of choice flowers. The bridesmaids were gowned in delicately flowered pink muslins, with hats en suite, and carried large bouquets of pink roses. Mr. Skelton was accompanied by Mr. A. Van Oppen, and the bride was given away by her elder sister, Miss Van Oppen.

After the ceremony, the party drove to the Holborn Restaurant, where a reception was held in the Throne Room, and where the newly-wedded couple received the congratulations of their friends. Nearly a hundred guests sat down to tiffin, amongst those present from the Far East being Mrs. Skelton, mother of the bridegroom, and Mrs. Jeffrey, his sister, Mrs. D. Crawford and Mrs. S. A. Bullance, Mr. Donald Macdonald, Mr. and Mrs. T. H. Reid, Mr. and Mrs. J. W. L. Oliver, Mrs. Walter King, and Mr. G. P. Lammer. Before the ceremony of eating the bride's cake, the health of Mr. and Mrs. Skelton was proposed by Mr. T. H. Reid in a neat speech, in the course of which he assured Mr. Skelton of a cordial welcome from Mr. Skelton's numerous friends in Hongkong and the Far East. The toast was drunk with much honour. Mr. Lammer leading off with true Hongkong fervour, and Mr. Skelton made a feeling reply. Mrs. Skelton having donned her travelling attire, the newly-wedded couple drove off to Paddington, amidst the hearty good wishes of the wedding party. Their destination was not revealed, but it is understood that Mr. and Mrs. Skelton will spend a considerable portion of the honeymoon in making a tour by motor car throughout the loveliest portions of England.

THE AMATEUR GOLF CHAMPIONSHIP.

You are not often directly interested in China in the Amateur Golf Championship. In fact, I think that on only one previous occasion have you put a candidate forward, and that was two or three years ago when Mr. T. S. Forrest, the champion of Hongkong, played a round or two till he encountered Mr. Harold Hilton and got his quietus. This year, out of the record entry of 168 players, there were no fewer than four representatives of Asiatic clubs in addition to two representatives from the United States. I am not sure that a fifth player should not be credited to Asia, for Mr. D. M. Brown, who plays as a member of the Royal Isle of Wight Club, is, if I am not mistaken, identified with golf in the Straits Settlements. The light of Asia did not shine very long. It was snuffed out in the early stages of the competition. Mr. F. Ferguson, jun., of Singapore, was badly beaten in the first round by that strong Irish internationalist, Mr. H. A. Boyd. Mr. I. S. S. Moir, of Southampton, put up a better fight with Mr. W. B. Charles, of the Royal Liverpool, being only one hole down. In the second round, the two American representatives succumbed. Mr. D. H. Burke, Delhi, scratched, and Mr. J. McMurtrie, of Shanghai, went down before Mr. W. H. Scarborough, of South Herts. Mr. Scarborough plays at Tottenham, where he has the advantage of the tuition of Harry Vardon. Discussing McMurtrie's chances against him with a mutual friend, I was told that Scarborough was "pretty hot stuff." McMurtrie's long driving stood him in good stead, but he was beaten by two holes. Scarborough was beaten in the following round by a Troon golfer. In the day far distant when we shall see a real native from India or China carrying off the blue ribbon of amateur golf?

LADIES' GOLF.

The ladies' championship, it is interesting to note, was won by Mrs. Kenyon, home on holiday from India. When a girl, she played, as Miss Stowe, at Hove. In the final, she defeated Miss B. Thomson, last year's champion; in the semi-final, Miss D. Campbell, the Scottish champion; and the previous round, Miss Florence Hazlet, who had contested and lost the Irish championship with her better known sister, Miss May Hazlet. It is evident from this record that Mrs. Kenyon, in golfing parlance, is "pretty hot stuff."

A PROTESTING ADMIRAL.

Admiral Sir Edmund Fremantle may not have the commanding personality of Lord Charles Boreasford, but he has always been distinguished for pronounced views on any subject he took up. He has come into prominence once again by his public protest at the dinner of the Royal Geographical Society against precedence being given to the Army in the toast of the Services. On a previous occasion, when Admiral Fremantle's protest was submitted to the Duke of Connaught at a public dinner, His Royal Highness promptly conceded precedence to the first line of defence. On this latest occasion, however, no concession was made, with the result that when Admiral Fremantle got up he contented himself by administering a rebuke to those who would seek to place the army in the foremost place.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-34) \$38.00
" 4 CARTRIDGE (23-15-04) \$60.00

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PER CASE, 12 BOTTLES ... \$20.00.

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12, QUEEN'S ROAD CENTRAL,

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BRITISH TRADE IN CHINA.

The British Consul at Wuchow, who does not think that the prospects of trade during the present year appear at all favourable, makes a suggestion which, if not novel, is at least interesting. In discussing openings for British trade, he says: "It appears to me, however, that the foreign trade of the province has by the time the while of some British firm of good standing at Hongkong to open a branch at this port and engage directly in the import and export business, instead of leaving it, as has been the case so far, in the hands of a few Chinese firms in the colony. It is essential, however, in my opinion, that the representative of any British firm that opens a branch at this port should not only be a good business man, but have sufficient knowledge of Chinese to be able to discuss business directly with his customers, otherwise he cannot avoid being to a great extent in the hands of his Chinese staff, whose interests are not always the interests of their employers. Before starting business it would, of course, be necessary for the representative of the firm to make a thorough study of local conditions and the resources of the province, a precaution generally neglected." The *Far East* comments: "In view of the recent Chinese Edict with regard to the Customs of that country, a report just published by our own Foreign Office on the trade of Wuchow last year, and a year later the combined imports and exports totalled £202,000. By 1905 the figures had reached £1,682,000, an increase in eight years of more than a million sterling per annum. During the last twelve months the conditions of trade have been anything but favourable, owing, among other things, to the unusual tightness of money both in Hongkong and Canton. Indeed, at the banks of the province of Kwangsi the interest has never fallen below 36 per cent. per annum, while at times as much as 15 per cent. per month has been charged. The claims of the United Kingdom upon the Customs of China are demonstrated by the fact that about 60 per cent. of the imports into Wuchow last year were British goods, and the shipping returns show that the British flag was responsible for cargo to the value of a million sterling, whereas foreign cargo totalled together only about half a million sterling. Our Acting-Consul, in referring to the slowness of Chinese methods, gives an instance of some expensive mining plant, imported years ago for a silver mine, which has never been used, and mentions as well some pumping machinery and a windmill, which arrived in China more than four years ago, being still unpacked, and the cases now utilised as furniture in an old farmhouse. If British trade thrives, despite these conditions, there should be a splendid future, if this country can but maintain its position as chief purveyor to the Celestials."

THE ORGANIZATION OF A MODERN FLEET.

THE JAPANESE WAY ADVOCATED.

Admiral Sir Nathaniel Bowden-Smith presided on May 22nd at the Royal United Services Institution, when Rear-Admiral Sir Charles Campbell read a lecture on "The Organization of a Modern Fleet for War," being three former papers (read in 1872, 1884, and 1887) brought up to date. The lecturer stated that he thought it was the duty of every lecturer at the institution to study history and to endeavor to forecast the direction of future improvement. All he would predict was that "internal combustion engines," oil gas, or chemical, would grow in size and number, and would eventually become the motive power for the purposes of commerce and war, and that in the long run, air fleets would be a serious menace to water fleets and might eventually replace them. In regard to "fleet-ships," he asserted that the gun and its protection and accurate discharge, together with a sufficient quantity of fuel and ammunition, were the most important considerations for the success of a fleet in action. The ram had no longer a place in a "fleet-ships" as affecting the result of a naval battle, and the same arguments might be advanced with reference to the torpedo, as an offensive weapon in action discharged from the "fleet-ships." In his 1887 paper he had said that it was misleading to speak of the British fleet as a whole, and he was now more than ever convinced that the organization of the unit was imperative, and that we must learn to speak of fleets, squadrons, and units as indicating complete portions of a whole. He proposed to give the term "fleet" a definite numerical value and the term "squadron" a definite numerical value, which he fixed at 12 units, adding a squadron or second fleet when it became necessary or advisable to mass an overwhelming force. Fleet organization need not be changed; it still meant the distribution of the force in the most compact form, marking the grades of command and responsibility at definite points. He wished to place a wide gulf between the composition of a division, squadron, or fleet, and its tactical disposition for battle. The first should be definitely laid down and prepared long before hand, but to the admiral in command must be left the manipulation of the force for which he was responsible to the country. Owing to the overwhelming supremacy of heavy gun-fire, the

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Milk Crust, Tetter, Ringworm, and Scalded Head, and Every Form of Torturing, Disfiguring Humours from Infancy to Age.

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The agonizing itching and burning of the skin, as in eczema, the frightful scaling, as in psoriasis; the loss of hair and crusting of the scalp, as in scalded head; the facial disfigurement, as in pimples and ringworm; the awful suffering of infants, and anxiety of worried parents, as in milk crust, tetter, and scalded head, all demand remedy of almost superhuman virtue to successfully cope with them. That Cuticura Soap, Ointment, and Pills are such stands proven beyond all doubt. No statement is made regarding them that is not justified by the strongest evidence. The purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy have made them the standard skin cures and honour remedies of the civilized world.

CAPT. GRAHAM'S CURE Of Distressing Humour by Cuticura. Doctors Took His Money. But Did No Good.

Captain W. S. Graham, 1321 East St., Wheeling, W. Va., writing under date of June 14, '04, says: "I am so glad that I want to thank God that I found recommended Cuticura Soap and Cuticura Ointment to me. I suffered for a long time with sores on my face and back. Some doctors said I had blood poison, and others that I had barbers' itch. None of them did me any good. I took many pills, but my friends told me my skin now looks as clear as a baby's, and I tell them Cuticura Soap and Cuticura Ointment did it."

Cuticura Soap, Ointment, and Pills are sold throughout the world. Beware of cheap imitations. Write for a free sample of Cuticura Soap and Cuticura Ointment to J. C. Benson & Co., 100 N. 3rd St., Philadelphia, Pa., U.S.A.

56-13

single line ahead had been proved and accepted by all to be the one possibility of a successful fleet action. All that was necessary to master was the art of following the leader in single line ahead without signals, taking ground to the right or left, by order, when an increase or decrease of range became advantageous, and some simple form of altering course 15 points together completed all that could be required. We must practice in peace what was to be done in war. Since his former papers several new conditions had arisen which had to be considered—one was the getting rid of obsolete hulks, and the other was the general preparedness for striking a blow almost before the word. The announcement of the declaration of war should include in the same paragraph the news that the adversary's main fleets had been sealed up or destroyed. Side by side with the increase in tonnage and gun power came the increase of speed in the "fleet-ships"; he placed the highest value on the speed of the "fleet-ships" for many reasons. Before summing up he submitted two questions of strategy, which, to his mind, had long been of vital importance to Great Britain, and which specially affected the distribution of "fleet-power" for war and the transport of troops to or from the Continent by other means than overseas. He alluded to the Edinburgh and Glasgow Fleet-ships Canal and to the fact that the Channel Tunnel would be considerable. In conclusion, he laid down seven rules as vital for the success of a fleet action, and urged that masts, funnels, and boats should be dispensed with, as they were targets which courted disaster. When he had laid written on the subject of the Navy there were many dismal prophecies as to the deterioration of the British seaman owing to the loss of the sails and the consequent drill aloft. As was always the case, the necessity of the hour had produced the man, and we had produced the real seaman—gunner and gun-layer, the man whose business in life was to load quickly and shoot straight.

A short discussion followed, in which Admiral Sir Robert Harris and Rear-Admiral P. H. Henderson, C.M.G., took part.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press, and special business matters to the Editor.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PIONEER. Code: A.B.C. 5th Ed. Editor.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO KOWLOON RESIDENTS.

GREGORY & CO'S WINES can now be obtained from HUNG CHEONG, Provision Dealers & Wine & Spirit Merchants, 60 & 61, Elgin Road. Hongkong, 28th June, 1906. [1322]

WANTED.

A BED-SITTING ROOM, furnished or unfurnished, in a respectable part of the Central District. The Upper Levels not objected to. Apply— "B. 123," Hongkong, 28th June, 1906. [1323]

TO LET.

"NEW KINGSLERE," with double Entrances in both Kennedy and Macdonnell Roads. Owners will, if required, convert the Main Building into a Lodging House, with large Drawing and Dining Room, a verandah and 37 Bedrooms. CHEAP RENTAL. For full particulars, apply to— LINSTED & DAVIS, Hongkong, 28th June, 1906. [1324]

PUBLIC AUCTION.

By Order of THE MORTGAGEE.

M. R. GEORGE P. LAMBERT has received instructions to sell by Public Auction, On WEDNESDAY, the 11th July, 1906, at 3 P.M., at his SALER Rooms, Duddell Street, the following VALUABLE LEASEHOLD PROPERTY, Consisting of—

All those the two equal undivided fourth parts or shares of and in all that piece or parcel of ground, situated at Yau-mat in the Dependency of Kowloon in the Colony of Hongkong, registered in the Land Office as Section 5 of Kowloon Island Lot No. 1,011, together with the Messuage or tenement and other erections and buildings thereon, known as No. 10, KENNEDY STREET, Yau-mat. And also a Mortgage Deed dated 21st October, 1901, of the remaining undivided moiety of the said Section 5 of Kowloon Island Lot No. 1,011, for the repayment of the sum of \$2,700 and interest thereon at the rate of 6 per cent. per annum. The premises are held for the residue of the term of 75 years created therein by a Crown Lease dated the 24th day of July, 1900, of the said Kowloon Island Lot No. 1,011, subject to the payment of the annual Crown Rent of \$7, being a proportion of the rent so far as it relates to the premises, and also to the performance of the covenants and conditions in the said Crown Lease reserved and contained. Area: 1,147 square feet. Particulars and Conditions of Sale may be obtained from—

Mr. OLTO KONG SING, Solicitor for the Mortgagee, 17, Queen's Road Central, or from Mr. GEO. P. LAMBERT, Auctioneer, Hongkong, 28th June, 1906. [1325]

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE "CHILDAR," Captain R. Nelson, will be despatched as above on SATURDAY, the 30th June, at Noon. For Freight or Passage, apply to NIPPON YUSEN KAISHA, Prince's Building, Hongkong, 28th June, 1906. [1326]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KOBE.

THE Steamship

"EMPIRE," Captain St. John George, will be despatched as above on SATURDAY, the 30th June, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passenger—the Steamers of the Company have electric fans fitted in staterooms. For Passage, apply to— GIBB, LIVINGSTON & CO., Agents, Hongkong, 27th June, 1906. [1320]

"S. TONKIN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London via S. Mado, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 4th July, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before 4th July, or they will not be recognized. All damaged packages will be examined on Wednesday, the 4th July, at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent, Hongkong, 27th June, 1906. [2]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCRETE, TO-DAY (THURSDAY), the 28th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, COMPLETE CEMENT FACTORY, originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Citizen Anatoly Charlamyevich Totjakow, of Saigrojevo. The Plant of this Cement Factory, which has been fitted out with the latest technical lawns for manufacturing Cement, by the dry system, consists among others of— LOCOMOTIVES (Well, Magdeburg), MILLING MACHINES (Smidt, Copenhagen), COOLING INSTALLATIONS (Atlas Fabr.), ELECTRICAL (Allg. Elec. Comp.), TRUCKS, &c. (Orenstein & Koppel), &c. All in all the whole plant is very nearly the same as the Factory Kjakskorp, near Malmo, in Sweden. Specifications of the Machines and Accessories as well as any further information may be obtained from— SIEMSEN & Co., Hamburg & Hongkong, and LAWYER BUNROFF, in St. Peter's Lane, Wandsbeck, Germany, 4 Ludo, Haus No. 5, as well as from the Auctioneer, Messrs. HUGHES & HUGHES, Hongkong, 28th June, 1906. [1327]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (THURSDAY), the 28th June, 1906, at 2:30 P.M., at his SALES ROOMS, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, DRAWING ROOM SUITE, CROCKERY, GLASS AND PLATED WARE, PIANO, BICYCLES, COOKING STOVE, &c., &c., &c. Terms of Sale—As Customary. V. I. REMEDIOS, Auctioneer, Hongkong, 27th June, 1906. [1318]

INTIMATIONS.

NOTICE.

THE HONGKONG & CHINA GAS Co. beg to Notify the public that— (a) NO SUBSIDIARY CHINESE OR JAPANESE COINS can be accepted in payment of Accounts due to the Company, and (b) HONGKONG COINS can only be accepted in amounts of \$2 or under. GEORGE CURRY, Local Secretary, Hongkong, 27th June, 1906. [1317]

TENDERS.

TENDERS are invited for the SUPPLY of CAULKERS and SHOEMAKERS for the period of 12 Months, commencing 1st July next, to H.M. NAVAL YARD, Hongkong. Forms of Tender can be obtained on application at the Chief Constructor's Office, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on THURSDAY, 28th June, 1906. F. B. OLLIS, Chief Constructor, Hongkong, 28th June, 1906. [1314]

NOTICE OF DISSOLUTION OF PARTNERSHIP.

IN the year 114 of the Simsen Era, corresponding to the year 1931, the Firm of HONG LEE entered into a Partnership with the CHOP GUAN YAU and others for the purpose of establishing the Hongkong Firm of KIM HONG YAU. On the 1st day of June, 1906, the share and interest of the Firm of HONG LEE in the said Hongkong Firm of KIM HONG YAU was sold and transferred to CHOP GUAN YAU, and the latter having admitted HUA HENG HUIE as a Partner in the business of KIM HONG YAU is now CHANGED into KIM HONG YAU THAI KEE. NOTICE IS HEREBY GIVEN to all whom it may concern that the Firm of HONG LEE is no longer a partner in the said Hongkong Firm of KIM HONG YAU or "KIM HONG YAU THAI KEE." TILKE & GIBBING, Solicitors to NAI MIEN, (Owner of Chop Hong Lee), Bangkok, 11th day of June, 1906. [1318]

REMOVAL.

KWONG TAI LOY, Dealer in Rattan Furniture, Bamboo Blinds, Mattings, &c., has REMOVED from 13, Queen's Road to 30, DES VUEX ROAD, same Building as Messrs. BRUTTON & HETZ, Hongkong, 31st May, 1906. [1190]

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(late of the Hongkong Typewriting Bureau)

34, Queen's Road Central (Second Floor), Hongkong, 25th October, 1905. [1319]

COLD STORAGE.

THE Hongkong Ice Company, Ltd., have now 40,000 Cubic Feet of Cold Storage available at East Point. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods. Wm. PARLANE, Manager, Hongkong, 14th November, 1901. [147]

ON SALE.

A TABLE OF THE

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preceding the Departure of the English Mails

also Table of Yearly Approximate Averages

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GERMAN, 27 years, 12 years' experience in Europe and the Far East. Thorough knowledge of Import, Export, Insurance, Shipping. Open for immediate engagement. Speaks German, English and French fluently. Apply— Care of "Daily Press" Office, Hongkong, 27th June, 1906. [1316]

WANTED.

A JUNIOR CHINESE CLERK, able to speak English fluently. Apply by letter in own handwriting. "M," Care of "Daily Press" Office, Hongkong, 25th June, 1906. [1308]

WANTED SHORTLY.

AN ENGLISH ASSISTANT TEACHER for the Diocesan Boys' School. Apply to— The HEADMASTER, Hongkong, 25th June, 1906. [1309]

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE at "BRAESIDE," Hamburg & Hongkong, and LAWYER BUNROFF, in St. Peter's Lane, Wandsbeck, Germany, 4 Ludo, Haus No. 5, as well as from the Auctioneer, Messrs. HUGHES & HUGHES, Hongkong, 28th June, 1906. [1327]

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RESIDENCE standing in its own

grounds, with Tennis Courts, Good Dining and

Reception Rooms, Large Airy and Well

Furnished Bedrooms, every home comfort. Fine

View of the Harbour, Terms moderate.

Apply to— Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Tang Yuen"), Hongkong, 27th June, 1906. [43]

BOARD AND RESIDENCE.

MRS. GILLANDERS "GLENWOOD," 27, CAINE ROAD, Hongkong, 20th September 1905. [673]

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INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENCES and for THIR OUTPOSTS.

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THE NEWS OF THE FAR EAST

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TO LET.

TO LET.

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BUILDING, GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit

Road. A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE. "HAYTOR"—The PEACE. Immediate

possession. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st March, 1906. [524]

TO LET.

TO LET.

ONE ROOM, on the Third-floor of QUEEN'S

BUILDING, Chater Road West. Apply to— H. N. MODY, Hongkong, 2nd June, 1906. [1201]

TO LET.

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to— HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 28th June, 1906. [75]

TO LET.

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A COMMODIOUS SIX-ROOMED

HOUSE with Garden at No. 35, Conduit Road. Immediate possession. Apply to— No. 9, Bellin's Terrace, Hongkong, 17th May, 1906. [1081]

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A SIX-ROOMED FLAT, ELECTRIC

ALLY LIT, with Bathrooms, Kitchen and

Lavatory, situated at Des Vaux Road Central, in the Principal Business Quarter, suitable for Offices. Possession from 1st Aug.

Apply to— R. PESTONJI, Care of "Daily Press" Office, Hongkong, 23rd June, 1906. [1209]

TO LET.

TO LET.

SEYMOUR ROAD LOWER, No. 31.

TANG YUEN, Macdonnell Road, No. 18 (5 Rooms).

No. 59, CAINE ROAD, "C." PRAYA EAST, No. 31, Top Floor (Godown).

Apply to— SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 6th February, 1906. [366]

TO LET.

TO LET.

No. 15, KNOTSFORD TERRACE KOWLOON.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 2nd December, 1905. [77]

TO LET.

TO LET.

"THE ACACIAS" & "THE GROVE,"

having 26 ROOMS, with TENNIS

COURT and Detached Out-Houses and

Kitchen, situated in Robinson Road, Kowloon.

Well ventilated. Electric Lights and

Baths completely installed. Suitable for a First-Class Hotel.

Apply to— E. M. HAZELAND, 35, Queen's Road Central, or WING ON, Contractor, 34, D'Aguiar Street, Hongkong, 21st April, 1906. [1333]

TO LET.

TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon. No. 5, GRANVILLE AVENUE, Kowloon. Apply to— HUMPHREYS ESTATE & FINANCE CO., LD., Agents, Hongkong, 4th April, 1906. [339]

TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mileni Bussan Kaisha. Apply to— H. N. MODY, Victoria Buildings, Hongkong, 10th May, 1906. [1051]

TO LET.

SEVEN EUROPEAN HOUSES, late P. Blackhead & Co. and Shawan, Temes & Co.'s Offices. Ground Floors and Top Floor, with Godowns can be let separately on lease. Apply to— CHUNG SHUN KOC, First Floor, No. 10, Queen's Road Central, Hongkong, 10th July, 1905. [81]

TO LET.

No. 2, OLD BAILEY. Apply to— ARRATOUN V. APCAR & Co., 45, Wyndham Street, Hongkong, 27th April, 1906. [971]

TO LET.

L. A. HACIENDA, East, No. 74, Peak, Furnished, for 3 months, August, September and October next. For particulars, apply to— C. H. GRACE, Hongkong Club, Hongkong, 20th June, 1906. [1284]

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vaux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply— REUTER, BROCKELMANN & Co., Prince's Buildings, Hongkong, 20th March, 1906. [678]

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo. Floor Area, 6,100 square feet each. Apply to— JARDINE, MATHESON & CO., Hongkong, 20th January, 1906. [256]

OFFICE TO LET.

IN ALEXANDRA BUILDINGS. Apply to— A. S. WATSON & Co., LTD., Alexandra Buildings, Hongkong, 23rd April, 1906. [946]

TO LET.

TO LET (Possession from 1st July, 1906). No. 13, GAGE STREET, 3-Roomed House, with a Godown. Apply to— E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road, Hongkong, 18th June, 1906. [1270]

TO LET.

No. 3, "FAIRVIEW," ROBINSON ROAD Kowloon. 2nd Floor No. 12, Queen's Road Central. Apply to— LEIGH & ORANGE, 1, Des Vaux Road, Hongkong, 1st June, 1906. [501]

TO LET.

No. 2, MACDONNELL ROAD. GODOWN (Small) No. 32A, Praya East. Apply to— COMPTON'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1906. [80]

TO LET.

No. 3, CONDUIT ROAD. Electric Light fitting, installed. Possession from 1st September, 1906. Apply to— H. M. H. NEMAZEE, Hongkong, 9th June, 1906. [1232]

TO LET.

TO BE LET OR SOLD. With Immediate Possession—in Wan-chai Road. Apply to— Care of "Daily Press" Office, Hongkong, 30th May, 1906. [1177]

TO LET.

"BROCKHURST," PEAK, Newly Painted and Colour-washed, with use of site and well suited for a Bachelor's Mess. 2nd Floor in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Light. ONE SHOP at BEACONSFIELD ARCADE. Houses on the ROBINSON ROAD Level. Cheap Rentals. 4 ROOMS on Top-floor at Eastern end of ALEXANDRA BUILDINGS, suitable for either Offices or Residential purposes. 73, WYNDHAM STREET. Apply to— LINSTED & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 1st June, 1906. [1193]

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices. Anyone disposed to offer for the same please apply to— C. H. GRACE, Secretary, Hongkong, 28th May, 1906. [1156]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1858. HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£300,000
RESERVE LIABILITIES OF SHAREHOLDERS.....£200,000
RESERVE FUND.....£375,000

INTEREST allowed on Current Account at the rate of 2 1/2 per annum on the Daily balance. On Fixed Deposits for 12 months 4 per cent. " 6 " 3 1/2 " " 3 " 3 " " T. P. COCHRANE, Manager, Hongkong, 10th May, 1906. [114]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000
SUBSCRIBED.....1,125,000
PAID-UP.....562,500
RESERVE FUND.....135,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance. On Fixed Deposits— For 12 months.....3 1/2 " 6 ".....3 1/4 " 3 ".....3 " " E. OSMISTON, Manager, Hongkong, 26th March, 1906. [26]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....£10,000,000
RESERVE FUND.....£10,000,000
SILVER RESERVE.....£19,500,000
RESERVE LIABILITIES OF PROPRIETORS.....£10,000,000

COURT OF DIRECTORS: A. HAUPT, Esq.—Chairman. G. H. MEDHURST, Esq.—Deputy Chairman. E. GOES, Esq. Hon. Mr. W. J. GREGG, Esq. C. R. LORIMER, Esq. D. M. NISSEN, Esq. A. J. KAYWARD, Esq. N. A. SICKS, Esq. L. SHAW, Esq. H. A. W. SMITH, Esq. H. E. TOMKINS, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH. ACTING MANAGER: Shanghai—W. ADAMS CHAM. LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. On Fixed Deposits for 12 months 5 1/2 per annum. " 6 " 5 " " 3 " 4 1/2 " " TAKAO TAKAMICHI, Manager, Hongkong, 27th March, 1906. [613]

INSURANCES

LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates. SIEMSEN & CO. 28, Hongkong, 1st January, 1904. [28]

NORTH BRITISH AND MEROAN TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904, £71,151,259. AUTHORIZED CAPITAL.....£2,000,000
SUBSCRIBED CAPITAL.....£2,750,000
PAID-UP CAPITAL.....£87,500 0 0
FUND FUND.....£3,001,268 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents, Hongkong, 30th June, 1905. [1567]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & Co., Agents, Hongkong, 21st April, 1906. [311]

ALLIANZ INSURANCE COMPANY OF BERLIN.

THE UNDERSIGNED having been appointed AGENTS for the above Company are prepared to accept Risks against FIRE at Current Rates. SIEMSEN & Co. Hongkong, 28th May, 1906. [1166]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE. The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SHIPPING.

ARRIVALS.
 AUSTRIAN, British str., 1784, W. G. McArthur, 27th June—Kobe, 21st June.
 General, Gibb, Livingston & Co.
 CANTON MARU, Japanese str., 1997, H. Hirai, 27th June—Kobe 17th June, Genl and Genl.
 HIRAKI, German str., 771, J. Jensen, 27th June—Hull 26th June, General—Jensen & Co.
 JASON DIERDRECHSEN, German str., 623, D. Honk, 26th June—Haplophong and Haplophong, 24th June, General—Jensen & Co.
 KINA, Danish str., 2, 78, H. P. Berg, 27th June—London and Singapore 21st June, General—Melchers & Co.
 KWANGHAI, Chinese str., 1, 408, R. Lincoln, 27th June—Shanghai 23rd June, General—Chinoh.
 MAHALLANES, American str., 322, A. F. Frenkel, 26th June—Manila 23rd June—Captain.
 SEBASTIAN, British str., 239, King, 26th June—Pulo Laut 17th June, Genl. Dodwell & Co.
 TONKIN, French str., 2327, Charbonnel, 27th June—Nepheles and Saigon 24th June, Mail & General—Messageries Maritimes.

CLEARANCES.

At the Harbour Master's Office.
 June 27th.
 Hailan, British str., for Haiphong.
 Kina, Danish str., for Shanghai.
 Kwanghai, Chinese str., for Canton.
 Trisophon, German str., for Haiphong.

DEPARTURES.

June 27th.
 AMON, German str., for Haiphong.
 ATRIAN, British str., for Yaucover.
 CHOYAN, British str., for Canton.
 CHOSAN, Korean str., for Chifu.
 ISARA MARU, Japanese str., for London.
 JOHANN, German str., for Haiphong.
 MAIZURU MARU, Japanese str., for Anping.
 NORD, Swedish str., for Singapore.
 ONSAN, British str., for Calcutta.
 PRINZ WALDEMAR, German str., for Australia.
 PRINCE, German str., for Kwangchow.
 RAJA, German str., for Haiphong.
 WINGHAI, British str., for Shanghai.
 YUNAN, French str., for Shanghai.

SHIPPING REPORTS.

The British str. *Austrasian* reports: Moderate to strong easterly wind and fine weather; moderate S.W. monsoon and fine weather. The Chinese str. *Kwanghai* reports: Light easterly wind and thick fog to Suez Island; heavy to strong S.W. wind and heavy rain with moderate sea; heavy to strong S.W. wind and heavy rain with moderate sea.

VESSELS PASSED ANKER.

June 7, German str. *Sonneberg*, Rona, June 5, from Singapore for Christmas Island.
 June 7, Norwegian str. *Alta*, Hail, Feb. 14, from Gulfport for Anjer.
 June 9, German str. *Alta*, Hail, Feb. 14, from New York for Yokohama.
 June 9, British str. *St. Mary*, Bay, McLaren, Feb. 21, from New York for Haiphong.
 June 11, British str. *Islander*, Wright, June 9, from Singapore for Christmas Island.
 June 13, British str. *Sabine*, Smart, from Delagoa Bay for Batavia.

VESSELS IN DOCK.

At the Harbour Master's Office.
 June 27th.
 AUSTRIAN, British str., *Alta*, Tait, *Simulau*, *Phoenia*, H.M.S. *Ranvier*, H.M.S. *Stanley*, *Onghale*, *Magellan*, *Childer*.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship.

"HAILAN".

Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 29th inst., at 2 p.m.
 For Freight or Passage apply to DOUGLAS LAFRAIK & Co., General Managers.
 Hongkong, 26th June, 1906. [1315]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)
 THE Steamship.

"AUSTRALIAN".

Captain McArthur, will be despatched for the above Ports on SATURDAY, the 30th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 The Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To ensure the additional comfort of passengers the steamer of the Company has electric fans fitted in staterooms.
 For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 26th June, 1906. [1218]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship.

"ARCADIA".

Captain W. W. Cooke, R.N.E., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON on SATURDAY, the 30th June, at Noon, taking passengers and cargo for the above Ports.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. A. HEWETT, Superintendent.
 Hongkong, 18th June, 1906. [1]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
 THE Steamship.

"GLENESK".

Captain J. Rafferty, will be despatched as above on or about the 10th July.
 For Freight and Passage, apply to MCGREGOR BROS. & GOW.
 Hongkong, 18th June, 1906. [1273]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.		2. From Harbour Master's to Blake Pier.		3. From Blake Pier to Naval Yard.		4. From Naval Yard to East Point.	
DESTINATION	VESSEL'S NAME	FLAG & REGD.	WORTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
LONDON, &c., via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	W. W. Cooke, R.N.E.	P. & O. S. N. Co.	On 30th inst., at Noon.	
LONDON & ANTWERP VIA SINGAPORE, &c.	PESHAWUR	Brit. str.	—	E. Spicer, R.N.E.	P. & O. S. N. Co.	About 4th July.	
LONDON & ANTWERP.	GENESEE	Brit. str.	1 m.	J. Rafferty	MCGREGOR BROS. & GOW	About 10th July.	
LONDON, AMSTERDAM & ANTWERP.	AAJAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 3rd July.	
LONDON, AMSTERDAM & ANTWERP.	PROMETHEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th July.	
LONDON, AMSTERDAM & ANTWERP.	PINQUEY	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 31st July.	
LONDON, AMSTERDAM & ANTWERP.	ORSTES	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th Aug.	
LONDON, AMSTERDAM & ANTWERP.	ACHILLES	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 25th Aug.	
MARSEILLES, &c., via Ports of Call.	TOURANE	Frenc. str.	—	Girard	MESSAGERIES MARITIMES	On 10th July, at 1 p.m.	
BREMEN, via Ports of Call.	ZIETEN	Ger. str.	—	F. v. Bismarck	MELCHERS & Co.	On 4th July, at Noon.	
ODDESA	ARCORIA	Rus. str.	—	Golin	MELCHERS & Co.	Quick despatch.	
HAVRE & HAMBURG VIA STRAITS, &c.	SCHWABENBURG	Ger. str.	k. w.	Faass	HAMBURG-AMERICA LINE	On 24th July.	
HAVRE & HAMBURG VIA STRAITS, &c.	SPEDIA	Ger. str.	k. w.	Luning	HAMBURG-AMERICA LINE	On 7th Aug.	
HAVRE & HAMBURG VIA STRAITS, &c.	ALCINOUS	Ger. str.	k. w.	Müller	HAMBURG-AMERICA LINE	On 21st Aug.	
HAVRE, ROTTERDAM & LIVERPOOL.	NORDKAP	Ger. str.	1 m.	Brinck	BUTTERFIELD & SWIRE	On 30th Aug.	
OPENHAGEN & BALTIC PORTS.	NIPPON	Aus. str.	—	Tammewich	MELCHERS & Co.	About end of July.	
TRIESTE, &c., via SINGAPORE, &c.	NIHON	Aus. str.	k. w.	von Hoff	SANDER, WIELER & Co.	On 3rd July.	
NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG	SILEZIA	Ger. str.	k. w.	Bahl	HAMBURG-AMERICA LINE	On 10th July.	
NAPLES, HAVRE & HAMBURG	PATROCLES	Brit. str.	1 m.		HAMBURG-AMERICA LINE	On 4th Sept.	
GENOA, MARSEILLES & LIVERPOOL	TYDEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th July.	
GENOA, MARSEILLES & LIVERPOOL	INDRASAHMA	Brit. str.	—	Wilkes	BUTTERFIELD & SWIRE	About 30th inst.	
NEW YORK VIA PORTS & SUEZ CANAL	ANGLA SAXON	Am. str.	—		JARDINE, MATHESON & Co.	On 10th July.	
NEW YORK VIA PORTS & SUEZ CANAL	LOWTHER CASTLE	Brit. str.	2 m.		SHAW, TOMES & Co.	About 25th July.	
NEW YORK VIA PORTS & SUEZ CANAL	EXPRESS OF JAPAN	Brit. str.	1 m.		SHAW, TOMES & Co., Ltd.	On 11th July.	
YANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 18th July.	
VICTORIA (B.C.) & TACOMA VIA JAPAN	QANFA	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 5th July.	
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Am. str.	—	Feldmann	BUTTERFIELD & SWIRE	On 3rd July.	
PORTLAND, OREGON VIA SHANGHAI, &c.	NUMANTIA	Ger. str.	1 m.		PORTLAND & ASIATIC S.S. Co.	On 14th July, Daylight.	
AUSTRALIAN PORTS VIA MANILA	CHANGHAI	Brit. str.	—	McArthur	BUTTERFIELD & SWIRE	To-day.	
AUSTRALIAN PORTS VIA TIMOR	PRINCE SIGISMUND	Brit. str.	1 m.	Leuz	BUTTERFIELD & SWIRE	On 30th inst., at Noon.	
AUSTRALIAN PORTS VIA MANILA	CHINGTU	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 24th July, at Noon.	
YOKOHAMA & KOBE	ALESIA	Brit. str.	—	F. J. Fox	HAMBURG-AMERICA LINE	To-day.	
YOKOHAMA & KOBE	NUMA	Brit. str.	—	St. John George	P. & O. S. N. Co.	On 3rd July.	
YOKOHAMA & KOBE	EMPIRE	Brit. str.	—		R. GIBB, LIVINGSTON & Co.	About 8th July.	
YOKOHAMA & KOBE	TILWONG	Dut. str.	—	F. Madsen	JAVA-CHINA-JAPAN LINE	On 30th inst., at Noon.	
JAPAN VIA SHANGHAI	KINA	Dan. str.	—	R. Webster	MELCHERS & Co.	Quick despatch.	
VLADIVOSTOCK VIA SHANGHAI & N. SAKI	GLORUNET	Brit. str.	1 m.		MCGREGOR BROS. & GOW	About 28th inst.	
VLADIVOSTOCK VIA SHANGHAI & N. SAKI	LUORON	Brit. str.	—	T. H. Hyde, R.N.E.	BUTTERFIELD & SWIRE	On 1st July.	
CHINKIANG	LYEEMOON	Ger. str.	—		P. & O. S. N. Co.	To-morrow.	
SHANGHAI	SHANGHAI	Brit. str.	1 m.	K. Motobashi	BUTTERFIELD & SWIRE	On 1st July.	
SHANGHAI VIA SWATOW, AMOY & FOCHOW	AKASHI MARU	Brit. str.	1 m.		OSAKA SHOSHEN KAISHA	On 3rd July, A.M.	
SHANGHAI	KIKIANG	Ger. str.	—		BUTTERFIELD & SWIRE	On 3rd July.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAIVEN	Ger. str.	1 m.		BUTTERFIELD & SWIRE	On 4th July.	
SHANGHAI, YOKOHAMA & KOBE	SPEDIA	Ger. str.	k. w.	T. Ohta	MELCHERS & Co.	On 6th July.	
TAMAU VIA SWATOW & AMOY	JOHN MARU	Jap. str.	—	Marlin	HAMBURG-AMERICA LINE	On 1st July, at 10 A.M.	
ANPING VIA SWATOW & AMOY	MAIZURU MARU	Jan. str.	—	H. A. Haralson	OSAKA SHOSHEN KAISHA	On 11th July.	
FOCHOW, VIA SWATOW & AMOY	FRUITA	Aus. str.	—	J. S. Rosch	OSAKA SHOSHEN KAISHA	To-morrow, A.M.	
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 h.	R. Nilson	OSAKA SHOSHEN KAISHA	To-morrow, at 2 p.m.	
SWATOW & BANGKOK	CHILDAR	Brit. str.	—		NIPPON YUSEN KAISHA	On 30th inst.	
MANILA	LONGSANG	Brit. str.	—	R. Rodger	JARDINE, MATHESON & Co.	To-morrow, at 4 p.m.	
MANILA	ZAFIRO	Brit. str.	1 m.	R. Almond	SHAW, TOMES & Co.	On 30th inst.	
MANILA	TEAN	Brit. str.	—		BUTTERFIELD & SWIRE	On 3rd July.	
MANILA	RUBI	Brit. str.	—	S. H. Bolson	BUTTERFIELD & SWIRE	On 7th July.	
SANDAKAN	MAUSANG	Brit. str.	—		SHAW, TOMES & Co.	On 30th inst.	
SINGAPORE, PENANG & CALCUTTA	GEORGE APCAR	Brit. str.	—		JARDINE, MATHESON & Co., Ltd.	On 30th inst.	
SINGAPORE, SAMARANG & SOERABAYA	CHUSSANG	Brit. str.	—		DAVID SARGENT & Co., Ltd.	On 3rd July.	
SINGAPORE & CALCUTTA	AMBRIA	Ger. str.	k. w.		JARDINE, MATHESON & Co.	On 4th July.	

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA.

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 30th June, Noon.
RUBI	2540	R. Almond	Manila	On 7th July, Noon.

For Freight or Passage apply to SHEWAN TOMES & CO., GENERAL MANAGERS.
 Hongkong, 25th June, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ANGLO SAXON"	On 10th July.
S.S. "JOHN HARDIE"	About 20th August.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.
 Hongkong, 20th June, 1906. [19]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI.

DEVANHA, T. H. Hilde, R.N.E., About 24th June, Freight and Passage.

LONDON &c., via USUAL PORTS OF CALL.

ARCADIA, W. W. Cooke, R.N.E., Neor. 30th June, See Special Advertisement.

LONDON AND ANTWERP.

PESHAWUR, E. Spicer, R.N.E., About 4th July, Freight only.

YOKOHAMA, SHANGHAI, NUBIA, F. J. Fox, About 8th July, Freight and Passage.

MOJI AND KOBE, For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 25th June, 1906. [1]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI AND YOKOHAMA FOR SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT

"NUMANTIA" 4,370 Feldmann July 14th, 1906.

"ARABIA" 4,433 Metzenh. August 14th, 1906.

"ARAGONIA" 5,198 Ernst September 5th, 1906.

"NICOMEDIA" 4,570 G. Meiser September 19th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 20th June, 1906. [13]

HAMBURG-AMERIKA LINIE.

HOME LINE-OUTWARD.

DESTINATION TO SAIL.

YOKOHAMA & KOBE 3rd July.

SHANGHAI, YOKOHAMA & KOBE 9th July.

SHANGHAI, YOKOHAMA & KOBE 18th July.

SHANGHAI, YOKOHAMA & KOBE 25th July.

HOME LINE-HOMeward.

DESTINATION TO SAIL.

NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG On 10th July.

HAMBURG, via Singapore, Penang and Colombo On 24th July.

HAVRE and HAMBURG On 7th Aug.

HAVRE and HAMBURG On 21st Aug.

HAVRE and HAMBURG On 4th Sept.

"RHENANIA" Capt. von Hoff.

This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated saloons, each provided with 2 beds (no bunks), sofa, table, 2 wardrobes, 2 washstands, electric fans, etc. Large elegantly furnished saloons, smoking room, etc. The steamer is lighted throughout by electricity & carries Doctor, Stewardess, & Washerman.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by "HAMBURG", "HOHENSTADEN", "SCANDIA" and "SILEZIA".

COAST SERVICE.

DESTINATION TO SAIL.

SINGAPORE & CALCUTTA 4th July. Freight.

NAGASAKI & VLADIVOSTOCK. End of July. Freight & Passengers.

SHANGHAI 29th June. Freight & Passengers.

SHANGHAI & CHINKIANG. 5th July. Freight & Passengers.

SHANGHAI & CHINKIANG. To follow.

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VESSELS ON THE BERTH.

THE EAST ASIATIC CO. LTD. COPENHAGEN.

NOTICE.

FOR VLADIVOSTOCK VIA SHANGHAI AND KOBE.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

DESTINATION	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"ORESTES"	On 30th June.
GLASGOW and LIVERPOOL...	"OANFA"	On 2nd July.
GLASGOW and LIVERPOOL...	"ASTYANAX"	On 5th July.
GLASGOW and LIVERPOOL...	"LABETTES"	On 12th July.
GLASGOW and LIVERPOOL...	"POLYTHEMOS"	On 12th July.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 19th July.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 20th July.
GLASGOW and LIVERPOOL...	"DIOMED"	On 2nd August.
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 9th August.
GLASGOW and LIVERPOOL...	"PELEUS"	On 9th August.
GLASGOW and LIVERPOOL...	"CHING WO"	On 9th August.

HOMEWARDS.

DESTINATION	STEAMERS	DATE
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
LONDON, AMSTERDAM and ANTWERP	"PATROCLOS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 30th August.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

DESTINATION	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via	"OANFA"	On 5th July.
NAGASAKI, KOBE and YOKO.	"TELEMACHUS"	On 4th August.

WESTWARD.

DESTINATION	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TEUCER"	On 12th July.
	"TYDEUS"	On 15th August.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS. (9-10)

CHINA NAVIGATION CO. LIMITED.

DESTINATION	STEAMERS	DATE
MANILA, ZAMBOANGA, PORT DAWUN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 26th June.
YOKOHAMA and KOBE	"CHINGTU"	On 28th June.
CHINKIANG	"LUCHOW"	On 1st July.
SHANGHAI	"SHAOHSING"	On 1st July.
SHANGHAI	"KIUKIANG"	On 3rd July.
MANILA	"TEAN"	On 3rd July.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS. (11)

Hongkong, 27th June, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
12 days across the Pacific is the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. "EMPERESS OF JAPAN" 6,000	WEDNESDAY, 11th July ... 1st Aug.
"MONTEAGLE" 5,500	WEDNESDAY, 18th July ... 11th Aug.
"EMPERESS OF CHINA" 6,000	WEDNESDAY, 1st Aug. ... 22nd Aug.
"TAITAR" 4,425	WEDNESDAY, 8th Aug. ... 1st Sept.
"EMPERESS OF INDIA" 6,000	WEDNESDAY, 22nd Aug. ... 12th Sept.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC
OVERLAND TRAINS, daily from the PACIFIC to the ATLANTIC WITHOUT
CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.
Intermediate on Steamers ... 240, ... 242.

R.M.S. "MONTEAGLE" and "ATHENIAN" carry "Intermediate"
passenger only to intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal ports and AROUND THE WORLD.
SPECIAL BARRS (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.
For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

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OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSWI VIA SWATOW AND AMOI	"JOSHIN MARU"	SUNDAY, 1st July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"AKAISHI MARU"	TUESDAY, 3rd July, at 10 A.M.
ANPING VIA SWATOW AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 11th July, at 10 A.M.
FOCHOW VIA SWATOW AND AMOI	"FRITHJOF"	FRIDAY, 29th June, at 10 A.M.

These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivalled Table.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.
Hongkong, 28th June, 1906. T. ARIMA, Manager. 14

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
FOR
* MANILA "LOONGSANG" ... Friday, 29th June, 4 P.M.
* SANDAKAN "MAUSANG" ... Saturday, 30th June, daylight.
* SINGAPORE, SAMARANG and SOERABAYA "CHUNSAUNG" ... Tuesday, 3rd July, 3 P.M.
These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, & Yangtze
Ports.
Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simpang, Tawau,
Usukan, Jesselton and Labuan.
For Freight or Passage, apply to
HONGKONG, 28th June, 1906.

JARDINE, MATHESON & CO.,
GENERAL MANAGERS. 18

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.



TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
ZIETEN	WEDNESDAY ... 4th July
ROON	WEDNESDAY ... 11th July
SEYDLITZ	WEDNESDAY ... 18th July
BAYERN	WEDNESDAY ... 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY ... 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 22nd August
SACHSEN	WEDNESDAY ... 29th August
PRINZ HEINRICH	WEDNESDAY ... 5th September
ONEISEKAN	WEDNESDAY ... 12th September
PRINZ LUDWIG	WEDNESDAY ... 19th September
PRINZESS ALICE	WEDNESDAY ... 26th September
PREUSSEN	WEDNESDAY ... 3rd October

ON WEDNESDAY, the 4th day of JULY, 1906, at Noon, the Steamship "ZIETEN"
Captain F. Binzer, with MAILED PASSENGERS, SPECIE and CARGO, will
leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 2nd July. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 3rd July, and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 3rd July.
Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs.
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Luggage will be taken on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	261 0 0	212 0 0	232 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	85 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ
VIA NAPLES, GENOA or GIBRALTAR ... 115 0 0 ... 44 0 0 ... 26 0 0
VIA BREMEN or SOUTHAMPTON ... 98 0 0 ... 49 0 0 ... 27 0 0
return ... 123 0 0 ... 68 0 0 ... 49 0 0
In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair,
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.
TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
FREIGHT OF THE VOYAGE IN RETURN:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION.)

STEAMER	SAILING DATES
PRINZ SIGISMUND	TUESDAY, 24th July.
WILLHARD	TUESDAY, 21st Aug.
PRINZ WALDEMAR	TUESDAY, 18th Sept.

ON TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Lenz, with Mails, Passengers and Cargo, will leave this Port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Luggage can be washed on board.
RATES OF PASSAGE MONEY FROM HONGKONG:
1st Class 2nd Class 3rd Class
To MANILA ... 350 ... 230 ... 120
To NEW GUINEA ... 220 ... 180 ... 100
To BRISBANE ... 220 ... 180 ... 100
To SYDNEY ... 220 ... 180 ... 100
To MELBOURNE ... 220 ... 180 ... 100
To YOKOHAMA ... 220 ... 180 ... 100
To KOBE ... 220 ... 180 ... 100
To YOKOHAMA and back to KOBE ... 310.00 ... 210.00 ... 110.00
To HONGKONG ... 310.00 ... 210.00 ... 110.00
THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
To EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297 0 0.
To EUROPE VIA AUSTRALIA AND AMERICA ... 297 0 0.
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

SHANGHAI, NAGASAKI, "BAYERN" ... Wednesday, 4th July.
KOBE & YOKOHAMA ... "PRINZ SIGISMUND" ... Wednesday, 4th July.
SHANGHAI, NAGASAKI, "PRINZ REGENT LUITPOLD" ... Wednesday, 18th July.
KOBE & YOKOHAMA ... "PRINZ SIGISMUND" ... Wednesday, 18th July.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—
To London via Plymouth or Southampton ... 1st Class ... 262 0 0.
To Bremen ... 63 10 0.
To Paris via Cherbourg ... 65 0 0.
To Naples, Genoa via Gibraltair ... 65 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO. AGENTS.

Hongkong, 9th June, 1906.

ON SALE.

RATES OF EXCHANGE

AT HONGKONG.

DEMAND DRAFTS ON BOMBAY,
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver

FROM 1893 TO 1905:

ALSO

RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.
PRICE: \$1 CASH.
On Sale at the "DAILY PRESS" Office, or
Local Booksellers.
Hongkong, 16th April, 1906.

VISITORS TO CANTON.

Should purchase

"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD (s.s. "HANKOW")

With Illustrations, Maps and Plans.

Price \$1.90

On Sale at—

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WALSH.

Messrs. W. BRIDGES & CO.

Canton: Messrs. A. S. WATSON & CO.

Hongkong, 4th October, 1903.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Captain S. H. Bolton, will be despatched for the
above Ports on SATURDAY, the 30th inst.,
at 1 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents
Hongkong, 25th June, 1906. [1312]

NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with Indo-
China Steam Navigation Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every 10 days.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan
Hongkong, 4th August, 1905.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p. Comdr. E. La T. Latham, Singapore.
Astraea, 2nd class cruiser, 4,250 tons, 10 guns,
7,000 h.p., Captain C. L. Vaughan-Lee, Shanghai.
Bramble, gunboat, 710 tons, 800 h.p., Lieut. E.
C. W. Davidson, Yangtze.
Britomart, gunboat, 710 tons, 800 h.p., Lieut.
W. L. Hambor, Yangtze.
Cadmus, British sloop, 1,070 tons, Comdr. H.
du Cane Luard, Yangtze.
Clio, British sloop, 1,070 tons, Comdr. H. D.
Wilkin, D.S.O., Hongkong.
Diadem, 1st class cruiser, 11,000 tons, 16 guns,
16,500 h.p., Capt. H. W. Savory, Mira Bay.
Fame, torpedo-boat destroyer, 360 tons, 6
guns, 8,700 h.p., Lieut. Comdr. Hughes,
Hongkong.
Flora, 2nd class cruiser, 4,300 tons, 10 guns,
7,000 h.p., Capt. Grant-Dutton, S. American
Ports.
Handy, torpedo-boat destroyer, 350 tons, 6 guns,
4,000 h.p., Lieut. Comdr. Cox, Nagasaki.
Mars, torpedo-boat destroyer, 350 tons, 6 guns,
4,000 h.p., Lieut. Comdr. R. Heuniker,
Hankow, Nagasaki.
Janus, torpedo-boat destroyer, 280 tons, 6 guns,
3,500 h.p., Lt. Comdr. Darwall, Nagasaki.
Kent, cruiser, armoured, 1,800 tons, 14 guns,
2,000 h.p., Captain S. V. de Horsey,
Nagasaki.
King Alfred, British battleship, 14,000 tons,
Capt. Cecil F. Thru, Nagasaki.
Kinab, river gunboat, 331 tons, Lieut. Comdr.
E. V. P. R. Dugmore, on Yangtze.
Monmouth, cruiser, 2,800 tons, Capt. J. N.
Tuke, Hongkong.
Moorhen, river gunboat, 150 tons, 2 guns,
Lieut. Comdr. F. B. Noble, Hongkong.
Otter, torpedo-boat destroyer, 350 tons, 6 guns,
3,500 h.p., Lt. Comdr. Kiddle, Nagasaki.
Rambler, surveying ship, 381 tons, Comdr.
Chas. E. Moore, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. Vaughan, Hongkong.
Saudipier, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. L. T. A. Day, West River.
Suipie, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. T. J. S. Lyne, Yangtze.
Tamar, receiving ship, 4,900 tons, 6 guns,
Commodore H. P. Williams, at Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. Secreston, on Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. West, Hongkong.
Vango, torpedo-boat destroyer, 350 tons, 6 guns,
6,300 h.p., Lieut. Comdr. Stevenson,
Nagasaki.
Waterwitch, surveying ship, 620 tons, 450 h.p.,
Comdr. A. W. Glennie, surveying.
Whiting, torpedo-boat destroyer, 350 tons, 6
guns, 3,500 h.p., Lieut. Comdr. C. E. L.
Thomas, Nagasaki.
Whiggon, gunboat, 195 tons, 2 guns, 800 h.p.,
Lt. Comdr. G. B. Spicer-Simsen, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. Hugh Somerville, Yangtze.
Woodlark, gunboat, 15 tons, 2 guns, 550 h.p.,
Lieut. Comdr. J. F. Knox, Yangtze.

THE

DIRECTORY AND CHRONICLE

FOR 1906.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers.

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS

Gutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG.

408.

SHIPPING IN PORT.

STEAMERS
Aldershot, British str., 1,354, W. W. Adam,
6th June—Saigon 1st June, Rice.—Dud-
well & Co.
ANAKA, British str., 1,566, C. J. Matlock,
14th June—Saigon, 10th June, Rice and
General.—Jarline, Matheson & Co.
ARENDA, German str., 611, H. R. Gantard,
22nd June—Pakhoi 18th June and Hekow
10th, General.—Jensen & Co.
BEN NEVIS, British str., 2,400, Fritchard, 21st
June—Newcastle (N.S.W.) 31st May, Coal.
—Shevan, Tomes & Co.
CAIRO, Norwegian str., 1,381, J. Larson, 14th
June—Saigon 10th June, Rice.—Aagaard,
Thoresen & Co.
CHANGSHA, British str., 1,465, Thos. Moore,
30th June—Yokohama 16th June, General.
—Butterfield & Swire.
CHILDA, British str., 1,102, H. Nilsson, 22nd
June—Bangkok 15th June, General.—
Nippon Yusen Kaisha.
CHINTU, British str., 1,456, C. Plunkett,
23rd June—Melbourne 18th May, Sydney
28th May and Manila 20th June, General.
—Butterfield & Swire.
CHUYEN, Chinese str., 1,777, Stewart, 24th
June—Shanghai 20th June, General.—
Jensen.
CHUYEN, British str., 1,424, E. S. Sand-
bach, 23rd June—Shanghai 21st June, and
Swatow 25th, General.—Jarline, Matheson &
Co.
CHUNNANG, British steamer, 1,417, Cox, 23rd
June—Saigon 13th June, Sugar.—
Jarline, Matheson & Co.
DEVANAGIRI, German str., 1,857, J. V. Bruen,
22nd June—Bangkok and Swatow 21st
June, Rice and Meal.—Norddeutscher
Lloyd.
DRIFAR, Norwegian str., 1,102, J. Bing, 24th
June—Chinkiang 18th June, General.—
Jensen.
FRITHJOF, Norwegian str., 891, H. H. Hattal-
sen, 19th May—Wuhu and Chinkiang 14th
May, Rice and Groundnut's.—Siemens &
Co.
GLIMMER, British str., 3,025, R. Webster,
25th June—London and Singapore 10th
June, General.—McGregor Bros. & Co.
GREGORY APCAR, British steamer, 2,051, S. H.
Bolton, 24th June—Calcutta 9th June,
General.—D. Sasser & Co.
HANN WAGNER, German str., 963, J. Kaga-
mann, 20th June—Saigon 13th June, Rice.
—Lau, Wegener & Co.
HEIMDAL, Norwegian str., 764, T. Johnson, 16th June
—Haiphong 13th June, General.—A. R.
Marty.

